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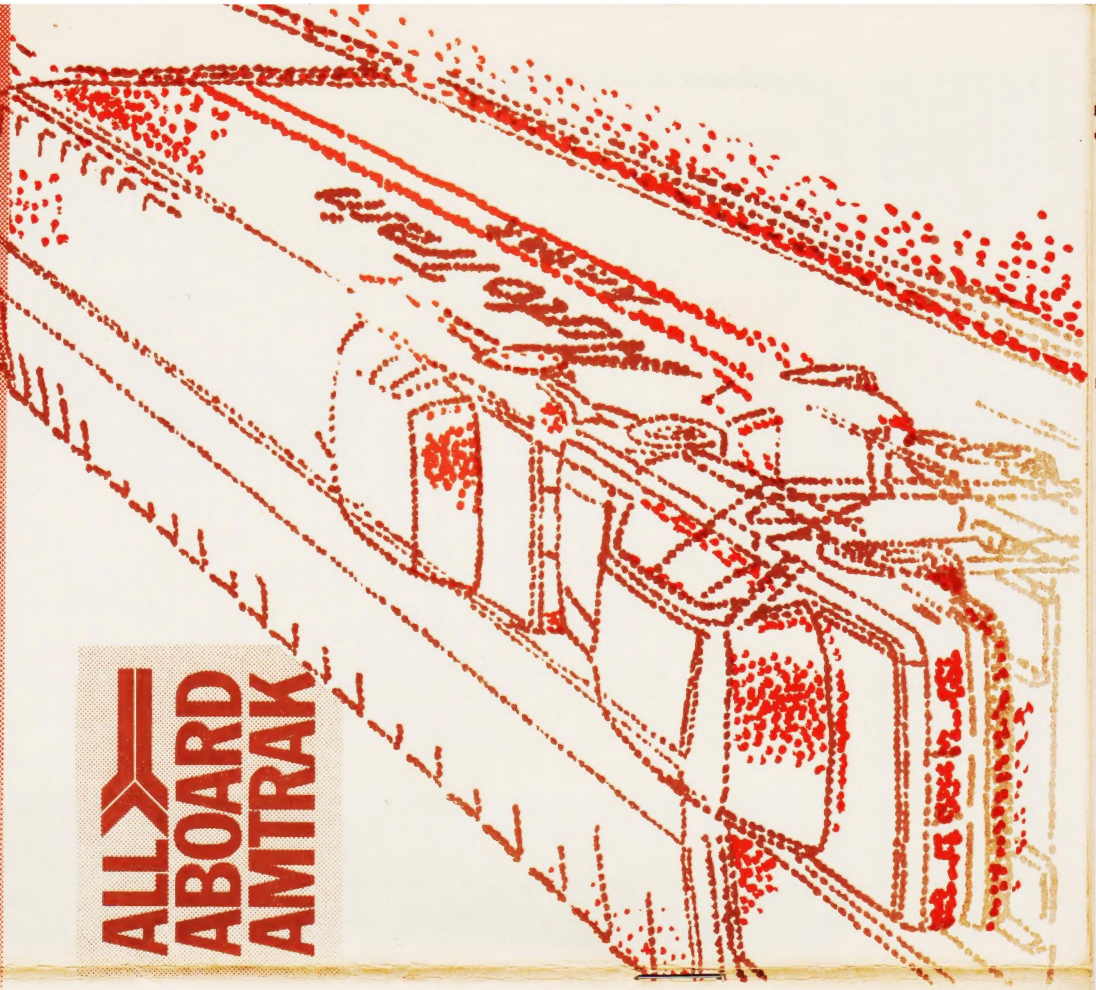
ISSUE NO. 279

# RAIL TRAVEL NEWS



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# FIRST CLASS

Richard Steinheimer and Ted Benson
GROWING UP WITH TRAINS—II

A Northern California Album

GROWING UP WITH TRAINS . . . what was it like for you? For Ted Benson it was going to see steam-powered *Daylights* on Sunday after church, lying awake until SP's *West Coast* whistled into town . . . and chasing the Tidewater Southern on a bicycle, capturing the interurban's image on 19¢ film in a plastic camera.

.NORTHERN CALIFORNIA had railroad magic: SP's Cab-Forwards struggling over the Sierra, Santa Fe's *Golden Gates* streaking down the Valley, Bay Area steam/electric/marine diversity, Covered Wagons on the Altamont, and more. The magic is still there—shining from every page of a new book by Richard Steinheimer and Ted Benson. Starting with the brilliant color cover, this book includes the photographic talents of Wilbur C. Whittaker, Albert C. Phelps, Guy Dunscomb, Art Alter, Al Rose, Alfred Haij and, of course, Stein and Ted who put it all together magnificently in a volume featuring 190 crisp photos including 16 pages of full color. It's a worthy sequel to the first "GROWING UP" covering Southern California, which Stein co-authored with Don Sims last year. Now . . . ask for GROWING UP WITH TRAINS II—A Northern California Album!

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**Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $19.00 per year; single copy 80¢ Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts; Ted Scull, New York.**

# ON THE COVER

A drawing of the Amtrak AUTO TRAIN, a cutaway view showing cars in a bi-level car carrier. See page 12 of this issue for coverage of the first run of the AUTO TRAIN, which took place on Oct 30.

# EAGLE in Fatal Derailment

Amtrak train 21, the southbound EAGLE, derailed at about 10am on Nov 12 near Woodlawn TX, seven miles east of Marshall TX. Four persons were killed and 47 were injured, requiring hospital observation. 23 of those were admitted to hospitals. There was a total of 138 passengers, 12 Amtrak crew and five MoPac crew on the train. It was the first fatal Amtrak derailment since the SAN FRANCISCO ZEPHYR derailment of Jun 15, 1982 at Emerson IA, in which two passengers died. Previous derailment fatalities were one person on the SAN FRANCISCO ZEPHYR near Omaha on Dec 16, 1976; one person in 1973; and 11 dead in the wreck of the CITY OF NEW ORLEANS in Jun 1971. The last fatality on an Amtrak train was in the COAST STARLIGHT fire of Jun 23, 1982, in which two passengers died.

Consist of the derailed EAGLE was F40 engines 294 and 230; baggage car 1234, sleeper 2911 "Pacific Forest", Hi-level transition car 39901, Superliner sleeper 32035, Hi-level coach 39972, Superliner coaches 34064 and 34054, Superliner diner 38030, and Superliner coach 34033. Damage estimate was $2,211,500 to Amtrak equipment. Preliminary indications were that Superliner diner 38030 was a total loss. The cause of the derailment was under investigation by several agencies, but appeared to be track-related, Amtrak indicated. Some newspapers reported that a MoPac maintenance of way crew was working at the location when the EAGLE approached. Amtrak could not confirm that report. The train was reported traveling about 73mph in a 75mph speed limit zone. It was running 35 minutes late, having left Chicago on time the previous day. There were conflicting reports about how many cars derailed. At least one report said that five cars went on the ground. Another report said that only the engines and baggage car remained on the tracks. It appeared that probably two of the cars turned over on their sides.

There were also conflicting reports for about the first 12 hours following the derailment, concerning the number of fatalities and injuries. The UPI reported 126 injuries at first. The number of fatalities was given by the New York Times (from the Associated Press) as nine in its Nov 13 editions. An Amtrak spokesman said this miscounting occurred because there was some double-counting of bodies, due to the fact that both hospitals and funeral homes were involved in the process of handling the victims, and double-counting occurred when they were moved from one facility to another, and in some cases moved again for autopsies.

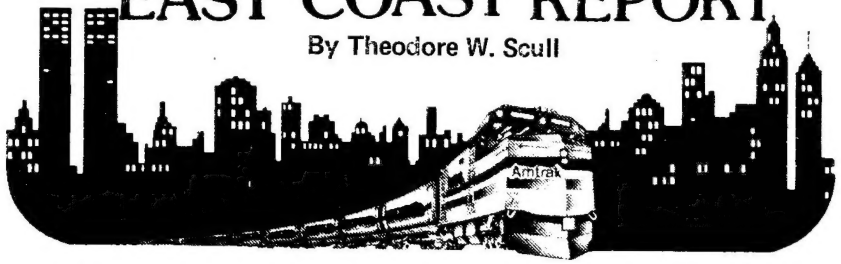
The next EAGLE to operate, train 22 of the 13th, consisted of four cars, two of them taken from the SUNSET, train 2 of the 11th, and one or two cars from train 1 of the 12th. The track had been repaired by the time that train, of makeup equipment, operated, and it ran over the same MoPac line as the derailed train did. The train of the 13th carried a normal number of passengers, Amtrak said. It left San Antonio on time.

**DEPT. OF CORRECTIONS:** In issue 277, page 20, the report on the Mobile-New Orleans service listed the state of Missouri as involved in funding; that should have read Mississippi.....BOOK REVIEWS scheduled to be published this issue were "bumped" due to late-breaking news. They will appear later..... 64 SUPERLINER SLEEPERS out of the total of 69 have now had showers installed, NARP said. And two of the remaining five are in Beech Grove for shower installation at the present time.....

ARE YOU MOVING? Don't neglect to send RTN your change of address as soon as possible. Don't rely on the Postal Service to forward your mail!!!!

# EAST COAST REPORT

By Theodore W. Scull




With a little help from their friends, the railfans, New Jersey Transit gave a fitting farewell to the famous GG-1 electric locomotives beginning with a ceremony at Matawan Station on Saturday, Oct 29 at 9:30am

Number 4877, Tuscan red with yellow pinstripes, drawing 13 coaches including the equally stylish Tuscan red Jersey Shore Commuters Club subscription car, came to a halt placing the Pennsylvania Railroad crest directly behind the speakers' podium. Officials from New Jersey Transit, including the Executive Director Jerome Premo and the state's Transportation Commissioner John Sheridan spoke in glowing terms about what they called "the finest locomotive ever built in this country."

They continued by saying that Amtrak could no longer guarantee the reliability of these 45- to 50-year-old engines any more than NJ Transit could bear the increasing cost of maintenance, so it was time for them to be retired. A few railfans hissed here and again when the officials spoke of improved service for the people who actually ride the trains using the E60s and more modern rolling stock. One GG-1 is a likely candidate for retention in operating condition for excursion work.

Then with Karl Zimmermann, who wrote The Book on the "G" (*The Remarkable GG1*), we headed for some photography at the bridge over the Raritan River and later at Perth Amboy. There, bewildered regular riders asked what the fuss was all about, and NJ Transit officials gestured to each other with raised arms and eyebrows at the verve of the railfans lining the tracks.

For a different location, we drove to Rahway, where the North Jersey Coast Line joins the main line, making six tracks across. Her we caught the second section heading to Newark with No. 4882, the first section returning to Matawan with No. 4879 and No. 4877 following. In between, a Metroliner clattered thru at 120mph. More runs were scheduled after I returned to New York on the local just after noon.

I grew up with the GG-1, watching them on the Main Line on the way to school and then on frequent trips for decades (never mind how many) between Philadelphia and New York and other points on the Corridor. Their sleek lines and powerful proportions, once a commonplace sight, will be sorely missed.

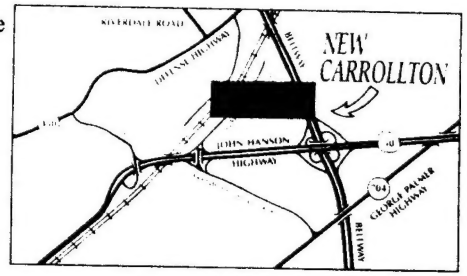
★★★

The next morning, Sunday, I traveled down to Washington on the 8:30am PALMETTO, an attractive train with four Heritage coaches surrounding a Heritage lounge, destined for Savannah, and four Amfleet cars bracketing the Amcafe car for Corridor passengers. After the stop at Newark, the conductor invited passengers to use either the lounge or the cafe car during the trip. The train had about 30% of the seats occupied at Baltimore.

On this day, the new New Carrollton Station opened for business, replacing the badly buckled "temporary" platforms of nearby Capital Beltway Station. Amtrak passengers can switch here via an underpass to the parallel platform for the Washington Metro's Orange Line with its direct connections to 21 stations reaching as far



as Ballston in suburban Virginia on the other side of Washington. There is a local bus service from New Carrollton and sufficient parking coming soon when the Amtrak lot is completed to alleviate the congestion at the existing Metro lot.




The small intermodal station flyer has a clear drawing of the layout and the schedule of all Amtrak trains stopping there between Washington and Boston.

At Union Station in Washington, a new entrance allows for a better approach from the street. A slightly out-of-date sign that blocks the side entrance to the old ticket concourse reads "Save Grand Central." While the interior is a sad sight, there is finally hope for the 1907 terminal building. The roof is undergoing repairs, and a Washington Post story dated Oct 29 reported that Keith Kelly has been named to head the massive rehabilitation project.

The article made much of the fact that Kelly was managing director of the Hyatt Regency Hotel construction at the Crown Center in Kansas City, Missouri, where an overhead walkway collapsed in July, 1981, killing 113 people. However, during the investigation, officials determined that Kelly "had neither the responsibility nor the capability of reviewing the design work" which had been subcontracted.

At Lorton VA later in the day, the premier run of Amtrak's sparkling new AUTO TRAIN got underway.

★★★

Two days before, Scandinavian World Cruises announced that it was withdrawing its car ferry cruise ship "Scandinavia" from the New York-Bahamas trade, where it made connections for motorists and their cars for Port Canaveral and Miami. The "Scandinavia" could carry 400 cars and 1400 passengers, and had started the service with great fanfare in September, 1982.

On Monday, at a stopover in Baltimore, I had a good look at the excellent restoration done on the 1911 station, originally designed by Kenneth Murchison, who also designed the Lackawanna Terminal in Hoboken.

The soaring main entrance hall has three domed skylights with leaded colored glass and a balcony rimming the mezzanine onto which the offices face. The ticket windows have been moved to the right in an attractive new area, and beyond that the waiting area built over the tracks effectively shows off the fine rookwood ceramic tiles and ornamental wall lights. The new dropped ceiling, to conserve energy, does not in any way spoil the bright, airy feeling of the room. Particularly attractive are the various signs painted with yellow letters on a Tuscan red background.

Baltimore, fifth in Amtrak sales, also serves as a commuter station for rush-hour trains to and from Washington, so many passengers will benefit from the attractive improvements.

★★★

After a day at the University of Baltimore library, I caught the 5:07 GARDEN STATE SPECIAL back to New York, making all stops including five in New Jersey, hence the name. About 50 passengers boarded in Baltimore, eight at Aberdeen, about 15 at Wilmington, 150-200 at 30th Street, exactly six at North Philadelphia, and then in NJ Transit territory I stopped counting. The train was well-filled by Penn Station. The three trains I used on Sunday and Monday were 5, 10 and 5 minutes late respectively.

★★★

NJ Transit is offering a $10 Special Excursion Ticket, allowing passengers to travel the entire system without restriction on Saturdays, Sundays and holidays. Senior Citizens, the handicapped and children 5-11 pay $5.

The bargain fare will be good on the North Jersey Coast Line from Penn Station to Bay Head Junction (67 miles), the Northeast Corridor (NJT trains), from Penn Station to Trenton (57 miles), the Raritan Valley Line from Newark to Raritan (29 miles),

the Morristown Line from Hoboken to Dover (40 miles) and the Gladstone Branch to Gladstone (42 miles) and the Main Line, Bergen County Line (not Sundays and holidays) from Hoboken to Suffern (30 miles). The Boonton and Pascack Valley Lines and the Montclair Branch have no service on weekends or holidays.

The savings for touring types will be impressive, as the normal excursion round trip from Penn Station to Bay Head Junction or to Trenton is $10. Thanks to E. Everett Edwards for passing on this great news.

You will need three red and two blue timetables to plan your day. Be sure to pass along your completed itinerary with the number of miles covered. For further NJ Transit information, phone in New Jersey (800) 772-2222, and out of state (201) 762-5100, 6am-midnight.

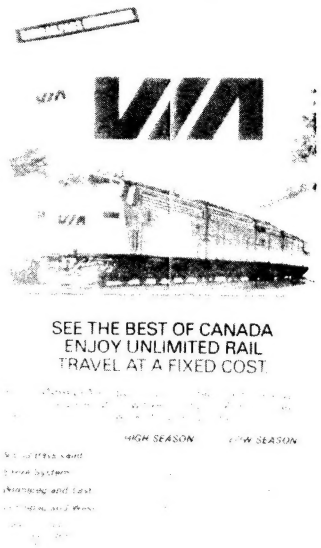
# RAIL CANADA

LRC'S FOR SALE: According to a source, the Ministry of Industry, Trade and Commerce is the owner of the two LRC trains returned by Amtrak to Bombardier. The two trains are held at Ste-Anne de la Pocatiere, and may be purchased, complete with repainting, for $12 million. VIA prefers to order more LRCs to their own design, with VIA's own strange coach seat configuration. Some rail observers suggest that a possible use for them would be a revived PACIFIC INTERNATIONAL or on the British Columbia Railway in time for Transpo '86, the Vancouver International Exposition.

A VIA DAYLINER on the Ottawa-Sudbury line was involved in a wreck on Oct 16. Reportedly, a heavy truck smashed into the train's side. More details are not available at this time.

TRANSPORT 2000 CANADA will hold its annual meeting in Toronto in March.

VIA CHIEF EXECUTIVE Pierre Franche spoke on the topic of Crown Corporations to the Ecole Nationale d'Administration Publique in Montreal on Sep 30. Of VIA's status as a Crown Corporation he said "...the difference between revenue and cost is, at the moment, provided by annual government subsidy. However, we are now beginning to make our cost-accounting accurately reveal the true operating costs of routes—and of individual trains on these routes... This will help us to manage better, towards a smaller deficit, but it will also help the government to take the measure of routes which it requires to be carried for reasons of the national interest and not because of their profitability or potential profitability. This segmented accounting remains, in my view, a much better way for the government to hold VIA's board of directors and management accountable, even though the figures are (and will remain for some time) in red ink." Speaking of the operating constrictions that VIA is under, with the railroads and regulating bodies all influencing it, Franche quipped, "To paraphrase Winston Churchill: never did so many govern so few, in so many details. Few corporate managements have so little room for independent manoeuvre."

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PROPOSED SCHEDULES

| 14 | 16 | 12 | | 11 | 17 | 15 |
|---|---|---|---|---|---|---|
| 1930 | 1900 | | Montreal | | 0840 | 0830 |
| | 0530 | | Matapedia ET | | 2145 | |
| | 1200 | | Gaspe ET | | 1525 | |
| | | 0705 | Campbellton AT | 2215 | | |
| 2145 | | | Sherbrooke ET | | | 0600 |
| 0915 | | | Saint John AT | | | 2025 |
| 1130 | | 1115 | Ar. MONCTON Lv. | 1810 | | 1800 |
| 1145 | | | Lv. MONCTON Ar. | | | 1745 |
| 1615 | | | Halifax | | | 1315 |

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#11-12 is combined with #16-17 west of Matapedia.
Each of these trains would consist of 3 to 4 cars with sleeping and cafe-lounge service similar to that on the Prince Rupert, Churchill and Capreol-Winnipeg trains.

THE ABOVE SCHEDULE shows the proposed Maritimes-Montreal VIA service suggested by Transport 2000 Atlantic. The proposal has now been modified to include a thru coach at the points indicated by asterisks.

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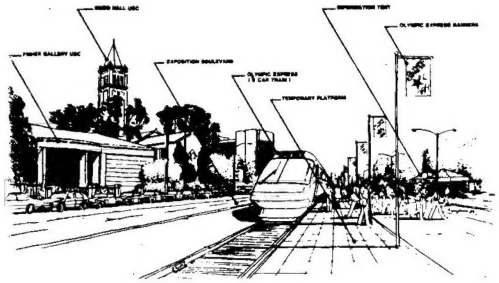
CALTRAIN RAIL COMMUTE service on San Francisco's Peninsula has shown sudden increases with the Greyhound Bus strike. At least one train inthe first week of November carried as many as 406 passengers. The ad shown at the right has appeared in San Francisco newspapers, part of Caltrans' marketing efforts.



THE OLYMPIC EXPRESS commuter train between Olympic Games sites in Los Angeles next year is all but dead because of lack of support, financial and otherwise, from Games and local transit officials. At left is an artist's conception of the operation, with a train posed in front of the USC campus. Trains would have run from USC to Dorsey High School on Jefferson Blvd, Baldwin Hills, Westwood Blvd and UCLA.

SEATTLE CITY COUNCIL on Oct 31 approved a plan to build a $300 million tunnel thru the city's downtown to accommodate electric trolley buses. The Metro system has already given the plan its blessing. Planners' assessments are that the federal government will favor funding 50% of the project because the scale of it is much less than that of toher cities' plans which include expensive rail lines. Seattle planners noted that the tunnel could be converted into a rail tunnel for commuter service in 10 or 15 years.

"SKY," DELTA AIRLINE'S in-flight magazine, in its Nov issue features a 7-page article on "Directions in mass transit" acrossthe U.S. It includes stunning colorphotography of various systems.

VANCOUVER'S TRANSIT SYSTEM has taken delivery of the last of 245 trolley buses built by Flyer Industries of Winnipeg. The buses feature several advanced concepts, including the ability to move around obstacles by leaving the trolley wires. In addition to its trolley bus system, Vancouver is constructing an Advanced Light Rapid Transit system, which is expected to begin operation in 1986.

THE FEDERAL DOT announced Nov 3 a 30-day extension of its period for receiving public comment on proposed regulations concerning handicapped access to mass transit systems. Dec 8 will now be the last date for receipt of such comment.

LOS ANGELES TIMES on Oct 16 published a long and interesting article on the revival of streetcars across the U.S. It included a photo taken along SP tracks, looking toward downtown L.A., showing what the view of city hall will be to riders from Long Beach on the planned light rail line, scheduled to open in 1988.

CITY OF MONTEREY, California now can legally proceed to buy the SP track along the city's waterfront, after a Nov 3 Superior Court ruling. Monterey wants the right of way for use as a light rail line connecting Fisherman's Wharf and the Monterey Bay Aquarium. One consultant has found that a bike and hiking trail could be put in place alongside a light rail line.

HOUSTON METRO SYSTEM is looking again at use of existing (SP) railroad tracks for its commuter rail system. Houston officials plan to conduct another bond election after developing a new transit plan.

EXTENSION OF CALTRAIN Peninsula commute line into downtown San Francisco is being given a high priority by Caltrans in hopes of attracting federal funding. Patronage would double if the extension were made, Caltrans said, probably requiring the building of parking garages at the various Peninsula stations.



# Private Cars in New Orleans

BY ADRON F. HALL

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The cars began arriving on Oct 25 with five of them on train 2, the SUNSET, and one on the CRESCENT, train 19. Others arrived variously on other days on these two trains and also on train 59, the CITY OF NEW ORLEANS—usually with a lounge-observation bringing up the rear. Upwards of five cars were on one train: CRESCENT arriving on Oct 27 and SUNSET on Oct 25. Finally, on Oct 28 with the arrival of the CRESCENT (with Amtrak President Claytor aboard Amtrak car 10,000), 27 private cars were parked on tracks 6 thru 10 of NOUPT.

The cars had originated in various cities coast-to-coast, including San Francisco; Los Angeles; Chicago; New York; Philadelphia; Washington DC; Charlotte NC; Atlanta; Temple and Fort Worth TX. The variety was great as to car types, paint schemes, logos, railroad backgrounds, and individual history. There were domes, ex-railroad business cars, sleepers, lounge-observations, and even an ex-baggage coach (Melco Labs—used to display equipment). To stroll down the courses of NOUPT tracks 6-10 was a look at a decidedly unique, albeit not new, mode of flanged-wheel conveyances. The interiors were variously refurbished, some smartly appointed according to the owners' individual tastes; others, rolling palaces on wheels.

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| **Car Name; Number and/or RR Name on Car.** | **RR Name or Initials on Letterboard.** |
|---|---|
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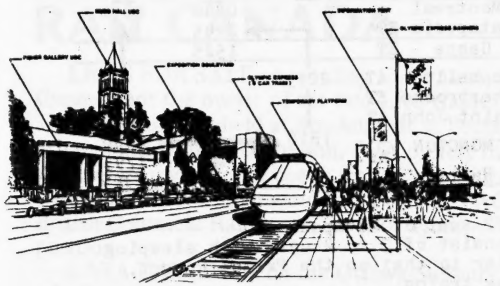
| Independence Ace No. 1 | American Coal Enterprises |
| Track Inspection Car 10,000 | Amtrak |
| TRACK 7: | |
| Imperial 37 | |
| St. Lucie Sound | Florida East Coast |
| Pennsylvania 1155 | Pennsylvania |
| Wayside 905 | B&O |
| The Survivor 3 | |
| Otto Kueler 107 | |
| Southern Vista 9224 | |
| TRACK 8: | |
| Philadelphia Star | |
| Eureka Springs & North Arkansas 50 | [illegible]S&NA |
| Global Star IV | |
| Venice | Seaboard |
| Marietta 214 | |
| Tallahatchie River | |
| Boss-A-Grille Beach | Atlantic Coast Line |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] Loveland 150 | |

CALTRAIN RAIL COMMUTE service on San Francisco's Peninsula has shown sudden increases with the Greyhound Bus strike. At least one train inthe first week of November carried as many as 406 passengers. The ad shown at the right has appeared in San Francisco newspapers, part of Caltrans' marketing efforts.



THE OLYMPIC EXPRESS commuter train between Olympic Games sites in Los Angeles next year is all but dead because of lack of support, financial and otherwise, from Games and local transit officials. At left is an artist's conception of the operation, with a train posed in front of the USC campus. Trains would have run from USC to Dorsey High School on Jefferson Blvd, Baldwin Hills, Westwood Blvd and UCLA.

SEATTLE CITY COUNCIL on Oct 31 approved a plan to build a $300 million tunnel thru the city's downtown to accommodate electric trolley buses. The Metro system has already given the plan its blessing. Planners' assessments are that the federal government will favor funding 50% of the project because the scale of it is much less than that of toher cities' plans which include expensive rail lines. Seattle planners noted that the tunnel could be converted into a rail tunnel for commuter service in 10 or 15 years.

"SKY," DELTA AIRLINE'S in-flight magazine, in its Nov issue features a 7-page article on "Directions in mass transit" acrossthe U.S. It includes stunning colorphotography of various systems.

VANCOUVER'S TRANSIT SYSTEM has taken delivery of the last of 245 trolley buses built by Flyer Industries of Winnipeg. The buses feature several advanced concepts, including the ability to move around obstacles by leaving the trolley wires. In addition to its trolley bus system, Vancouver is constructing an Advanced Light Rapid Transit system, which is expected to begin operation in 1986.

THE FEDERAL DOT announced Nov 3 a 30-day extension of its period for receiving public comment on proposed regulations concerning handicapped access to mass transit systems. Dec 8 will now be the last date for receipt of such comment.

LOS ANGELES TIMES on Oct 16 published a long and interesting article on the revival of streetcars across the U.S. It included a photo taken along SP tracks, looking toward downtown L.A., showing what the view of city hall will be to riders from Long Beach on the planned light rail line, scheduled to open in 1988.

CITY OF MONTEREY, California now can legally proceed to buy the SP track along the city's waterfront, after a Nov 3 Superior Court ruling. Monterey wants the right of way for use as a light rail line connecting Fisherman's Wharf and the Monterey Bay Aquarium. One consultant has found that a bike and hiking trail could be put in place alongside a light rail line.

HOUSTON METRO SYSTEM is looking again at use of existing (SP) railroad tracks for its commuter rail system. Houston officials plan to conduct another bond election after developing a new transit plan.

EXTENSION OF CALTRAIN Peninsula commute line into downtown San Francisco is being given a high priority by Caltrans in hopes of attracting federal funding. Patronage would double if the extension were made, Caltrans said, probably requiring the building of parking garages at the various Peninsula stations.



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| Pennsylvania 1155 | Pennsylvania |
| Wayside 905 | B&O |
| The Survivor 3 | |
| Otto Kueler 107 | |
| Southern Vista 9224 | |
| TRACK 8: | |
| Philadelphia Star | |
| Eureka Springs & North Arkansas 50 | ES&NA |
| Global Star IV | |
| Venice | Seaboard |
| Cornelia 214 | |
| Manatee River | |
| Pass-A-Grille Beach | Atlantic Coast Line |
| TRACK 9: | |
| Cannon Ball | SR 11 |
| Hampton Roads | |
| City of Cleveland 150 | |

| | |
|---|---|
| Eagle Cliff 640 | MP |
| Charlotte 35 | Seaboard |
| Yerba Buena 49 | |
| TRACK 10: | |
| Good Cheer | Kansas City Southern |
| Ft. Benning 642 | Melco Labs |
| Ft. Monmouth 1518 | Melco Labs |
| Chapel Hill 3 | C&O |
| Silver Lookout | CFW1 CALIFORNIA ZEPHYR |

The CRESCENT, SUNSET and CITY OF NEW ORLEANS operated in and out on tracks 3, 4 and 5.

# Riding the Mojave Limited

**BY WALT STRINGER**

As I sit next to the open lower baggage window in car 5, Hi-level 39953, enjoying the SP main and writing this, we are on the final leg of a roundtrip from Los Angeles and Pomona to Mojave. The Pacific Railway Society has put on another fine excursion, leaving Oct 22 from L.A.

Ten coach and two sleeper loads of riders (at $60 or 70 or more a head) are chatting amiably upstairs in their Hi-level or Superliner spaces, talking about trains, the good old days, and even the 4449's trip next May and June, which PRS hopes to help sponsor. A knowledgeable announcer has told us about our route, train and local history, the highlight of which is our ride over SP's Colton-Palmdale cutoff, 78 miles long, opened on July 11, 1967 for $22 million. The SP always had to route westbound Sunset Route tonnage via L.A., but when this cutoff opened, SP became competitive with Santa Fe. Both have major classification yards east of L.A. (Santa Fe's Barstow and SP's West Colton), and both have a bypass route around L.A. for northbound freight. Now that these two carriers have agreed to merge, the need for competition may lessen, but the traffic and need to bypass L.A. are still there. Our train, the Mojave Limited, is the first revenue passenger train to cover the cutoff, courtesy of SP.

We began at 8:45am from LAUPT track 5, with this consist: F40 engines 242 and 246; Hi-level coaches 39947, 39957, 39960, 39961, 39953, Superliner coaches 34006 and 34071, Hi-level lounge 39974, Superliner diner 38026, Superliner coaches 31021 (coach-baggage with snack bar downstairs), 34075, 34021, Superliner sleepers 32020 and 32049.

The train was full, and they could have sold out two more sleepers, Amtrak was providing the meal service—reservation system, standard meal for all in the diner. The hoped-for P30 engines were turned down by SP. PRS and the Oreange Empire Railway Museum had a business and souvenir shop set up in car 31021, on the upper level.

Our trip to Mojave didn't go quite as well as planned. Sitting in lounge car 39953 (nice and cool in the morning sun) with the scanner on the table, we found it amusing to listen as we took a 5-minute delay at Mission Tower getting lined up, then 15 minutes in the City of Industry while SP freight LAMFT pumped up his air ahead of us on the Alhambra line (this was my first trip over this ex-SUNSET line since they built the cut). At the closed Pomona depot, 60 or so got on, and we left 38 minutes late.

We traversed Colton Yard on the south side and stopped near the house for crew change and the addition of SP SD40E engine 7384, which led our F40s to Highland (SP's equivalent of Santa Fe's Summit) and then cut off.

Cajon was quiet this day, and the run thru the Antelope Valley was a fast 60 mph and smooth. We passed Palmdale at 12:55 after meeting an SP eastbound, then observed L-1011 Tristars at the Lockheed plant. We were by Lancaster at 1:05, and arrived at Mojave at 1:55 after turning the train on the wye leading to the Creel Branch, a change from original plans.



We spent 70 minutes at the green depot in Mojave, while the riders photographed the train, Santa Fe helpers 5991 (FP45) and 8703 (U-boat), and each other. A few strolled into town and patronized the fast-food joints, and we saw a cement train with seven engines come in from Creel. There was no activity on the Searles line (Lone Pine Branch) but an eastbound Santa Fe freight off Tehachapi was held out of town until a westbound SP freight from L.A. arrived and we departed.

As we left Mojave, a westbound Santa Fe freight was sitting with 10 engines and about 60 cars. During the ride to Cajon I chatted with old friends.

We passed Palmdale at 3:45 (sorry, no detour via Burbank Junction), Highland at 4:30, and passed a Santa Fe eastbound above Sullivan's Curve. We stopped behind a stuck SP freight above Dyke (Santa Fe Devore), while on the Santa Fe an eastbound pig train with F45 5969 leading three units stalled on approach to Keenbrook. Finally we moved on slowly, and arrived at West Colton at 6:05, went right onto the westbound main, and started running straight into a pink sunset.

The engine crew was heard on the scanners saying they hoped we enjoyed our trip on the San Joaquin Division. After a quick crew change opposite Colton hump (watching cars go over), we rolled past Ontario quickly (no station there yet) and left Pomona at 6:42.

Returning to L.A., we used the State Street line via I-10, arriving LAUPT at 7:20, 50 minutes late.

It was a fun trip, and its 800 riders made railfan history. We ran 80.4 miles of actual Palmdale cutoff (160.8 round trip) with a grand total of 334 miles for the day. When will the next one be?

# Cut Bank Fights Cutback

The people of Cut Bank MT are fighting a losing battle to keep their Amtrak ticket office manned. Amtrak closed its ticket office in Cut Bank and seven other communities on Oct 30. Residents feel that there are many good reasons to keep the office manned, but that Amtrak is unwilling to listen to them.

Since the Oct 4 announcement that the office would close, Cut Bank residents have been reportedly unanimous in their opposition to the move—which is easy to understand, given the importance of Amtrak to the community.

The issue of *when* Amtrak made the decison to unman is unclear, and Cut Bank residents see it as the most deceptive part of the move. While the announcement was made on Oct 4, the Cut Bank office received the Oct 30 timetables on Oct 7, which already showed Cut Bank as an unmanned station. Presumably the information had to be available some weeks earlier in order to get the timetables printed. However, on Sep 21 Cut Bank rail supporter Mark W. Meyer received a letter from Montana Senator Max Baucus stating that Amtrak had assured him that "no decision had been made" about a cutback. According to the Great Falls (MT) Tribune of a mid-September date, the Montana Public Service Commissioner had received word from Amtrak that the station would remain open and manned until April, 1984, when it would again be evaluated.

Cut Bank rail supporters point out that of the eight stations being unmanned by Amtrak this fall, only Cut Bank and Hamlet NC are not located on an Interstate highway that parallels the Amtrak route. Cut Bank is 23 miles from I-15, but that highway runs north-south, not east-west as the Amtrak route does. Amtrak is Cut Bank's only public transportation service. Hamlet NC is on a Continental Trailways route with four daily trips each direction. Of all the cities being unmanned, only Cut Bank does not have scheduled air service available within 50 miles. In fact, most towns have their very own commercial airline. But Cut Bank residents must travel to Lethbridge, Alberta, Canada (90 miles distant, if the port of entry at Del Bonita is open) or Great Falls MT (110 miles away) to board an airliner.

At the end of October, Amtrak said it would provide Express Service three days per week to Cut Bank, but the now-cynical Cut Bank residents are suspecting the announcement is just a ploy to get the townspeople off Amtrak's back.

# Auto Train's Big Startup

"A lot nicer than the original AUTO-TRAIN" was the description given by an Amtrak passenger of his trip on the first run of the revived Virginia-Florida AUTO TRAIN service. "Wonderful" was a frequent comment, according to Sanford FL newspapers. "It exceeded my expectations" was Amtrak Marketing VP William Norman's comment about the inaugural run. The first southbound train carried 482 passengers and 264 automobiles in a huge train made up of 18 passenger cars and 23 auto carriers.

The consist of the first train, Amtrak train 53 leaving Lorton VA on Oct 30 was: P30 locomotives 707, 700 and 705; cars 25123 & 25124 Amfleet II coaches, dome coach 9404, Amfleet II coach 25114, dome coach 9407, Amfleet II coach 25121, buffet car 8701, table car 8600, buffet car 8700, lounge 3123 "General Lafayette", dome coach 9402, Amfleet II coach 25122, 11-bdrm sleepers 2220, 2221 & 2222, 10-6 sleepers 2880 "Pacific Beauty", 2442 "Cottonwood Grove", and 2467, tri-level auto carriers 9114, 9106, 9108, 9113, 9107, 9111, 9118, 9116, 9117, 9100, 9120, 9101, 9112, 9119, 9104, 9102, 9103, 9110, 9105, 9115, bi-level auto carriers 9007, 9000, and 9008.

The first train arrived in Sanford at 8:50am, 40 minutes early (some newspapers reported the time as 9:13 in error). All automobiles had been unloaded by about 10:30am. City and county dignitaries were on hand to greet passengers. These officials were also enthusiastic about the presence of the Auto-Train service in Sanford once more because it means more jobs for local people. Of the 175 AUTO TRAIN employees, about 70 are stationed in Sanford.

The train operates tri-weekly, leaving Lorton on Sunday, Wednesday and Friday and departing Sanford on Tuesday, Thursday and Saturday. Amtrak has promised daily operation beginning March 1.

The Marriott-catered food on the AUTO TRAIN was reportedly quite good, with some passengers remarking that it was better than that on the original AUTO-TRAIN. One Florida newspaper reported that the only complaints heard were that the food was too salty and that there was no indoor place to wait while cars were being unloaded.

**(Above:) Amtrak's 1984 calendar features a picture of the AUTO TRAIN (on the right) meeting the SILVER METEOR. The painting is another in the series by noted railroad artist Gil Reid. Amtrak sells the calendar for $3.50, two for $6 or three for $8. Calendars for 1980 thru 1983 are also available at the same prices. Orders should be sent to: Amtrak Calendar, PO Box 7717, Dept. S., Itasca IL 60143. Allow two weeks for delivery.**

**(Left:) The southbound AUTO TRAIN arrives in Sanford, Florida on Saturday, Nov 5, with 17 passenger cars and 23 auto carriers behind a trio of P30 engines. The entire train is visible in this telephoto shot by Robert Clark. Mr. Clark notes that for photographers at Sanford there is an excellent overhead location 500-600 feet from the end of the AUTO TRAIN terminal platform. It's a route 46 highway overpass under construction, and by the end of the year it will open, spoiling its use as a photographic vantage place.**

The second Sanford arrival of the train, on Nov 3, was at 8:10am at the main line switch, with all passenger car spotted at 8:35, and all auto carriers spotted at 9:20. Engines were nos. 714, 700 & 277 (note the use of one F40 engine).

(continued on page 18)

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"OUTRAGE AND DISGUST" were expressed by Wyoming Senator Malcolm Wallop in a letter to Amtrak President Graham Claytor dated Oct 28. He was reacting to Amtrak's requirement of 5% of earnings plus a $3000 initial fee from the Colorado Midland Railway to allow it to attempt rail passenger service in Wyoming. Wallop asked Amtrak to negate the financial terms of the agreement. Said Wallop, "Come on, Mr. Claytor, even you must find this absurd, given the fact that Amtrak couldn't care less about operating the Wyoming route. I realize that Union Pacific would not begin to discuss use of its rails through Wyoming until Colorado Midland received consent from Amtrak because of the Corporation's previous contract with UP. Amtrak gave its consent, but arrogantly attached enough financial strings to the deal to scare off even the wealthiest of potential investors at a time when investment capital is scarce." Amtrak Marketing VP William S. Norman had written to Colorado Midland President James J. Jordan on Aug 31 stating the disputed Amtrak requirements. Senator Wallop asked in his letter "How were the terms and amounts of this licensing arrangement reached? Is there precedent for such an agreement? Also, what Amtrak facilities and/or equipment would Colorado Midland use or lease? If applicable, this is steep rent for the use of the Denver and Salt Lake City train stations." Wallop asked, "Why not give his business a chance and the State of Wyoming a chance to once again have rail passenger service? Is Amtrak fearful of success in the private sector? Judging from the current arrangement and past practices, I can only assume you are doing everything in your power to block all attempts to serve Wyoming and/or private sector success. Come to think of it—free enterprise success would be sort of embarassing to the hog at the federal trough called Amtrak." A copy of the letter was sent to DOT Secretary Dole. A week later, Wallop was able to report that Amtrak had backed down and agreed to simply a nominal fee to allow Colorado Midland to start up. In his response to Wallop, Claytor said that he had been under the impression that the terms were agreeable to Colorado Midland. He said, "If the proposed licensing conditions are now not satisfactory to Colorado Midland, I will be happy to modify them to provide for a purely nominal payment of $1 per year, without Amtrak participation in any earnings of Colorado Midland." Colorado Midland, meanwhile, has purchased three sleepers and is looking for investors in its rail operation. It reportedly needs $20,000-$30,000 cash to keep going until next April, when it plans to begin operations. The company is working on a $3.5-4 million stock offering.....

★★★

GREYHOUND BUS STRIKE nationwide beginning the night of Nov 2 sent many more passengers to Amtrak and to Continental Trailways. Greyhound demanded that employees take a 9.5% pay reduction because of projected losses, and 12,700 workers walked out. The number of Trailways buses running the next weekend was double normal. USA Today reported that Amtrak's increase in passengers was primarily in the Western states. An Amtrak spokesman said that in California the SAN JOAQUIN was experiencing a 20% ridership jump, and that two buses were required for the day trains for each L.A.-Bakersfield connection, and that night buses were up from 10 passengers to as many as 25. The COAST STARLIGHT was putting on two more coaches between Oakland and Los Angeles, and that elsewhere in the West ridership was up 10-15% on each train. The Caltrain San Francisco Peninsula commute trains carried as many as 406 passengers per train (Greyhound is a major commuter carrier on the Peninsula). Amtrak was accepting Greyhound tickets, and patronage was reported up as much as 50% on some routes. Airlines were not experiencing any increases due to the bus strike.....



ALASKA RAILROAD SALE to the state from the DOT has not been completed yet. The DOT is pushing the sale by threatening to close it down if the purchase is not completed. The USRA has appraised the railroad at $22.3 million. Some conclusion should be reached in January, when the Alaska state legislature takes up the matter. The railroad earns a profit, tho not too much, but it should increase in 1984 when hauling begins from a coal mine at Healy.....

"FAREWELL TO VERMONT" excursion was put on by Steamtown at Bellows Falls VT Oct 22-23, as its last run before beginning a move to Scranton PA.....

THE GREYHOUND STRIKE has brought to light some interesting facts about the state of public transport in the U.S. An ABC-TV New commentator on the evening of the second day of the strike said that the cessation of bus service was having little adverse effect, as few people ride the buses anymore. (Didn't the administration say that about trains in 1979?) This brought to mind a Biloxi MS official's comment that "nobody rides this local bus service—only the elderly and blacks." USA Today on the day of the strike assessed the effect of no bus service at some 1300 small towns where Greyhound is terminating service. This is happening in the wake of bus deregulation. Now people can drive to the larger towns to catch the bus, the article concluded. Amtrak is not absorbing as much of the Greyhound business as one might expect. In New Orleans, passengers departing on a cancelled bus bound for Birmingham had no evening train to catch. Amtrak told them they'd have to wait all night until the departure of the 7:30am CRESCENT. Another prospective passenger westbound checked at the Amtrak ticket counter for train service to his destination. He was told the next train would be in two days! This vividly points up the weakness of a tri-weekly train. There occur not only the blank days with no departure, but at one time in the week, two days pass without a train departure. The ABC commentator showed statistics revealing that 84% of transportation is by automobile. The car is continuing to make serious inroads on public transport. Automobile sales are markedly up; gas prices are generally down or steady. Other countries such as France maintain high gasoline prices to keep people out of cars and onto public transit. In the U.S., the automobile remains king (report from Adron Hall).....

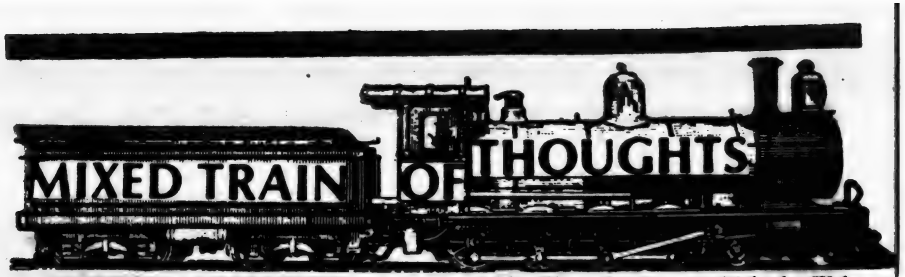
★★★

PHOTOGRAPH AT LEFT is from a color photo by Gene Hines of the interior of Great Western Tours' dining car "Lake Pepin" as seen on the September "Rails in the Woods" excursion in Oregon. We wish we could print the photo in color, as the effect is stunning. Carpets are red, tablecloths are white and red, curtains are red, and the sort of opal ceiling sends off delicate reflections of red, white and blue. The antique-style lamps on the walls are a nice finishing touch.....

AMTRAK'S FEDERAL SUBSIDY was stated as $5 billion annually in USA Today of Nov 3, in an article on the Greyhound strike. After receiving numerous telephone calls from rail supporters, the editors of the paper ran a retraction the next day.....

BURLINGTON NORTHERN RAILROAD on Nov 10 agreed to settle a race discrimination case out of court for $50 million, the largest race discimination settlement ever recorded. The BN and 13 railroad unions are required to pay back wages to several thousand balck workers who did not take jobs with Amtrak when that rail corporation took over in 1971, but who elected to stay with the railroad. The suit alleged that the railroad offered them inferior jobs.....

"AMTRAK IS CHANGING THE way you buy tickets in Cut Bank" read big newspaper ads by Amtrak in Cut Bank MT in early November. (You can't buy them at the station anymore.) But the thing that confused Cut Bank residents reading the ad was the listing of train times—shown as Northbound and Southbound. The EMPIRE BUILDER runs east and west.....




"OUTRAGE AND DISGUST" were expressed by Wyoming Senator Malcolm Wallop in a letter to Amtrak President Graham Claytor dated Oct 28. He was reacting to Amtrak's requirement of 5% of earnings plus a $3000 initial fee from the Colorado Midland Railway to allow it to attempt rail passenger service in Wyoming. Wallop asked Amtrak to negate the financial terms of the agreement. Said Wallop, "Come on, Mr. Claytor, even you must find this absurd, given the fact that Amtrak couldn't care less about operating the Wyoming route. I realize that Union Pacific would not begin to discuss use of its rails through Wyoming until Colorado Midland received consent from Amtrak because of the Corporation's previous contract with UP. Amtrak gave its consent, but arrogantly attached enough financial strings to the deal to scare off even the wealthiest of potential investors at a time when investment capital is scarce." Amtrak Marketing VP William S. Norman had written to Colorado Midland President James J. Jordan on Aug 31 stating the disputed Amtrak requirements. Senator Wallop asked in his letter "How were the terms and amounts of this licensing arrangement reached? Is there precedent for such an agreement? Also, what Amtrak facilities and/or equipment would Colorado Midland use or lease? If applicable, this is steep rent for the use of the Denver and Salt Lake City train stations." Wallop asked, "Why not give his business a chance and the State of Wyoming a chance to once again have rail passenger service? Is Amtrak fearful of success in the private sector? Judging from the current arrangement and past practices, I can only assume you are doing everything in your power to block all attempts to serve Wyoming and/or private sector success. Come to think of it—free enterprise success would be sort of embarassing to the hog at the federal trough called Amtrak." A copy of the letter was sent to DOT Secretary Dole. A week later, Wallop was able to report that Amtrak had backed down and agreed to simply a nominal fee to allow Colorado Midland to start up. In his response to Wallop, Claytor said that he had been under the impression that the terms were agreeable to Colorado Midland. He said, "If the proposed licensing conditions are now not satisfactory to Colorado Midland, I will be happy to modify them to provide for a purely nominal payment of $1 per year, without Amtrak participation in any earnings of Colorado Midland." Colorado Midland, meanwhile, has purchased three sleepers and is looking for investors in its rail operation. It reportedly needs $20,000-$30,000 cash to keep going until next April, when it plans to begin operations. The company is working on a $3.5-4 million stock offering.....

★★★

GREYHOUND BUS STRIKE nationwide beginning the night of Nov 2 sent many more passengers to Amtrak and to Continental Trailways. Greyhound demanded that employees take a 9.5% pay reduction because of projected losses, and 12,700 workers walked out. The number of Trailways buses running the next weekend was double normal. USA Today reported that Amtrak's increase in passengers was primarily in the Western states. An Amtrak spokesman said that in California the SAN JOAQUIN was experiencing a 20% ridership jump, and that two buses were required for the day trains for each L.A.-Bakersfield connection, and that night buses were up from 10 passengers to as many as 25. The COAST STARLIGHT was putting on two more coaches between Oakland and Los Angeles, and that elsewhere in the West ridership was up 10-15% on each train. The Caltrain San Francisco Peninsula commute trains carried as many as 406 passengers per train (Greyhound is a major commuter carrier on the Peninsula). Amtrak was accepting Greyhound tickets, and patronage was reported up as much as 50% on some routes. Airlines were not experiencing any increases due to the bus strike.....



ALASKA RAILROAD SALE to the state from the DOT has not been completed yet. The DOT is pushing the sale by threatening to close it down if the purchase is not completed. The USRA has appraised the railroad at $22.3 million. Some conclusion should be reached in January, when the Alaska state legislature takes up the matter. The railroad earns a profit, tho not too much, but it should increase in 1984 when hauling begins from a coal mine at Healy.....

"FAREWELL TO VERMONT" excursion was put on by Steamtown at Bellows Falls VT Oct 22-23, as its last run before beginning a move to Scranton PA.....

THE GREYHOUND STRIKE has brought to light some interesting facts about the state of public transport in the U.S. An ABC-TV New commentator on the evening of the second day of the strike said that the cessation of bus service was having little adverse effect, as few people ride the buses anymore. (Didn't the administration say that about trains in 1979?) This brought to mind a Biloxi MS official's comment that "nobody rides this local bus service—only the elderly and blacks." USA Today on the day of the strike assessed the effect of no bus service at some 1300 small towns where Greyhound is terminating service. This is happening in the wake of bus deregulation. Now people can drive to the larger towns to catch the bus, the article concluded. Amtrak is not absorbing as much of the Greyhound business as one might expect. In New Orleans, passengers departing on a cancelled bus bound for Birmingham had no evening train to catch. Amtrak told them they'd have to wait all night until the departure of the 7:30am CRESCENT. Another prospective passenger westbound checked at the Amtrak ticket counter for train service to his destination. He was told the next train would be in two days! This vividly points up the weakness of a tri-weekly train. There occur not only the blank days with no departure, but at one time in the week, two days pass without a train departure. The ABC commentator showed statistics revealing that 84% of transportation is by automobile. The car is continuing to make serious inroads on public transport. Automobile sales are markedly up; gas prices are generally down or steady. Other countries such as France maintain high gasoline prices to keep people out of cars and onto public transit. In the U.S., the automobile remains king (report from Adron Hall).....

★★★

PHOTOGRAPH AT LEFT is from a color photo by Gene Hines of the interior of Great Western Tours' dining car "Lake Pepin" as seen on the September "Rails in the Woods" excursion in Oregon. We wish we could print the photo in color, as the effect is stunning. Carpets are red, tablecloths are white and red, curtains are red, and the sort of opal ceiling sends off delicate reflections of red, white and blue. The antique-style lamps on the walls are a nice finishing touch.....

AMTRAK'S FEDERAL SUBSIDY was stated as $5 billion annually in USA Today of Nov 3, in an article on the Greyhound strike. After receiving numerous telephone calls from rail supporters, the editors of the paper ran a retraction the next day.....

BURLINGTON NORTHERN RAILROAD on Nov 10 agreed to settle a race discrimination case out of court for $50 million, the largest race discimination settlement ever recorded. The BN and 13 railroad unions are required to pay back wages to several thousand balck workers who did not take jobs with Amtrak when that rail corporation took over in 1971, but who elected to stay with the railroad. The suit alleged that the railroad offered them inferior jobs.....

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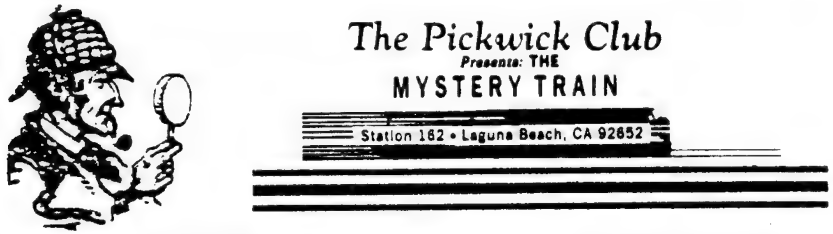


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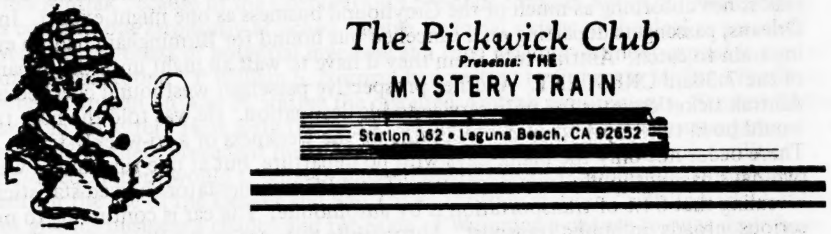


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THE IDAHO EARTHQUAKE of Oct 28 , which registered 6.9 on the Richter scale, occurred within 100 miles of the route of the PIONEER. The only delay to the train was 70 minutes to the westbound run when UP held up train traffic in order to check the condition of bridges and tunnels.....

THE HOOSIER STATE will get discount roundtrip fares on some city pairs starting Dec 1. NARP reported that Chicago-Indianapolis would cost $46 and Chicago-Lafayette would be $31 roundtrip.....

150,000 CONCRETE TIES have been ordered by Amtrak from Lone Star Industries for installation between New York and Washington early next year.....

AMTRAK RIDERSHIP FIGURES for September didn't quite reach us in time for this issue, but we understand that systemwide the patronage was up 7.8%. CALIFORNIA ZEPHYR ridership was up 62.4%.....

SAN DIEGAN LINE had three trains annulled each way on Nov 6 because of high water south of San Clemente.....

SAN DIEGO STATION restoration was completed in September, and in mid-October preparation began for development of the property. Santa Fe is removing all but three tracks. By late spring, this preparation work should be completed, and then actual construction can begin.....

NEW YORK STATE Bond Issue ceremony was held at Penn Station, New York on Nov 4. A special VIP train of LIRR equipment ran to Jamaica, Hicksville and Huntington.....

News in this issue is updated thru November 13, 1983.

# Auto Train (continued from page 13)

The train carried 17 passenger cars and 23 auto carriers. Early arrivals continued even beyond that date, with a 9am arrival at the platform on Nov 5 (8:35 at the switch), and an 8:20 platform arrival on Nov 7 (8am at the switch).

We are informed that the test train consist given last issue on page 17 was evidently of an earlier test run than the Oct 16-18 roundtrip with Amtrak employees as passengers, because the Oct 16-18 runs used 16 passenger cars and 15 auto carriers, while the consist given last issue had 23 cars and 12 carriers. In the consist of the first revenue run, given above on page 12, the last sleeper, car 2467, is a crew car. The weather in Sanford upon the first arrival was overcast and drizzling.

The advent of the AUTO TRAIN operation means that another significant chapter is being written in Amtrak labor relations. A small Amtrak victory was the loss of craft distinctions for the on-board service personnel—they can be used anywhere at any time on the AUTO TRAIN.

A much bigger victory is the fact that the operating crews will be Amtrak employees. This is Amtrak's first step in this policy outside the NE Corridor. Rather than employing six crews of five men each in operating the train from Lorton to Sanford, Amtrak will have the following arrangement: two engineers will operate the train from Lorton to Florence SC, about 375 miles with no intermediate stops; a conductor and a flagman will make the same run. Then two engineers will operate the train from Florence to Sanford, about 470 miles, with no intermediate stops; a conductor and a flagman will make the same run. Speed limit on the RF&P is 60mph; 70mph on the SBD. Conductor and flagman will lift no tickets, since they are lifted at originating terminals. While the train is scheduled for a 17-hour run, Amtrak expected to beat the schedule easily.

The above labor agreements are earthshattering, since employees are paid at the hourly rate; since it ignores division boundaries; and since it ignores railroad boundaries. Eight people are employed to operate the train instead of about 30. Rumor has it that the UTU has agreed to the above arrangements, but that the BLE was holding out. The Seaboard System is very encouraged by Amtrak's moves, since Amtrak is plowing new ground which the various railroads have been trying to do for years.



The first few weeks of operation are seeing Amtrak supervisory personnel working as the operating crew until all the wrinkles are ironed out and employees are hired, trained and qualified. Because the top management is a bit nervous about the "dependable" GE P30 engines, they have decided to use three units for a while on each train. The train will have about 4000 tons, which could be adequately handled by two engines.

# Amtrak and the Bus Strike

**BY JOHN D. MUMMERT**

What effect has the national Greyhound bus strike had on Amtrak patronage? The news media indicated that Amtrak business was up. I decided to make a one-day visit to Chicago to check on patronage. On Nov 4, the second day of the strike, I rode the BROADWAY LIMITED from my home in Lima OH to Chicago, and returned that evening.

The ticket agent at Lima said business was not up any noticeable amount there. She had heard that it was up at Amtrak's major terminals. On boarding the train I asked the conductor how business was. He said that the evening before, on the eastbound BROADWAY, there were 15 or 20 extra passengers, and it was the same on this train. They had turned in their bus tickets at the train station, but several gave bus tickets when asked for their tickets on the train. The conductor had bought meals for a couple of boys going from Chicago to Florida by way of Washington DC, who had run low on money and who had bus tickets. In Ft. Wayne 29 passengers boarded, a better crowd than usual.

I noted the good service on the BROADWAY. The crew was friendly. Dining car service was very efficient. My breakfast arrived within four minutes of the time it was ordered—far more efficient than on a trip I made on this train several months before. Maybe the crew chief idea is working. The meal reservation system was in use, but it did not seem to be needed, as the diner was no more than half full at any time.

Upon arrival in Chicago, I spent part of the morning watching passengers come and go. The station personnel said that they could tell business was up. Some trains were affected more than others. A trip to the Chicago Greyhound station found all the doors chained and padlocked. Three or four pickets were at each entrance. I heard one picket tell a passerby to take Trailways or the train. A quick visit to the Trailways station showed a large crowd in a cramped, dark facility that reminded one more of a large restroom than a bus station.

After an early lunch, I decided to note some consists and get accurate passenger counts. The first accurate count I got was from train 49, the LAKE SHORE, as 225 passengers detrained from the 11-car train. The WOLVERINE, train 351, pulled in a few minutes later. Business was up a good amount, with a large crowd of 270 getting off the four coaches and an Amdinette.

The afternoon long-haul trains began loading shortly after these trains had pulled in. The CALIFORNIA ZEPHYR pulled out with 194 coach passengers and 50 sleeping car passengers. The conductor said this was about 50 more than usual. The EMPIRE BUILDER was also affected: train 7 left with 223 passengers, about 50 more than usual. Train 8 arrived with 265 passengers not long after train 7 had left. These heavy loads almost made it look like the holiday season was at hand. Two afternoon trains with lighter loads were the inbound CALIFORNIA ZEPHYR with 159 passengers and the inbound SOUTHWEST LIMITED with 126 passengers.

I left Chicago for Lima pleased that Amtrak patronage was up, and while the strike might not last long, it brought new patronage for Amtrak, many of whom have not used it before. The BROADWAY LIMITED pulled out 10 minutes late with a good crowd of 220 aboard. Again, the conductor said that 15 or 20 of these were displaced bus passengers. While the morning BROADWAY out of Lima had a small passenger boarding, the evening train unloaded 22 passengers, well above the normal-sized crowd. The conductor and trainmen were attentive to all passengers,

and explained how the seats reclined and where the diner and lounge were. Several passengers who boarded at Ft. Wayne had planned to ride the bus, and had never been an Amtrak passenger before.

What did my trip show? Business was up for Amtrak, and while it was not dramatic on many trains, the increase was noticeable. Amtrak was running on time with good equipment and service. Hopefully, they gained some new friends who will use them in the future.

# How To Restructure Texas Trains

BY DUANE W. ROLLER

With Amtrak giving serious consideration to restoration of Oklahoma service, and rumors flying about the extension of the CRESCENT into Texas, it is time to consider a total restructuring of service within the state of Texas, which is possibly the area served worst by Amtrak—lacking a daily train, and with a circuitous routing for the EAGLE as it tries to serve too many points at once.

The following is a proposal for such reworking, based in part on the assumption that Oklahoma service will be provided.

★★★

■ The EAGLE should be rerouted directly from Longview to Taylor via Palestine, since Dallas and Fort Worth would be served by the new Oklahoma train.

■ The EAGLE should operate thru to Los Angeles on a new schedule, with no switching or layover in San Antonio.

■ The CRESCENT should be extended to San Antonio.

■ The Oklahoma train should operate west from Fort Worth to El Paso and connect there with the EAGLE/SUNSET.

Rerouting the EAGLE via Palestine shortens its route by 88 miles and its running time by about three hours. Only Cleburne, McGregor and Temple will lose service, but none of these towns will be more than 75 miles from existing service, and all of East Texas will be less than 100 miles from train service. In addition, Hearne, only 18 miles from Texas A&M University, will be a potentially large source of revenue.

Since this rerouting will allow the EAGLE to arrive in San Antonio before 6pm, a SUNSET departing within the hour could arrive Los Angeles by 10pm the following evening—earlier if the 2-3 hours of fat are removed from the schedule. Eastbound, a similar schedule is possible, with L.A. departure in the morning. This would provide daytime service between Arizona and California.

An Oklahoma train, splitting from the SOUTHWEST LIMITED at Newton, would serve Oklahoma at the traditional times, and could turn west at Fort Worth, providing service to a vast area currently without rail service, arriving El Paso in time for a thru-car connection to the SUNSET. This would add 616 miles to the system (not counting Newton-Fort Worth)—a large order, but it would bring much of West Texas to within 2-3 hours of train service and fill one of the largest gaps in the system.

The additional train miles should in large part be offset by more efficient equipment utilization, especially the reduction of the EAGLE/SUNSET route from three nights to two. It would also create a new transcontinental route without the presently-required overnight layover in New Orleans. The SUNSET has recently been cited as the poorest performer among the long hauls; such restructuring should help it.

Perhaps someone more knowlegeable than I could work out equipment utilization and cost-effectiveness for this restructuring. Surely it makes more sense than the present Texas mishmash.

**EAGLE**

| | | |
|---|---|---|
| 5:20pm | Chicago | 3:50pm |
| 11:05pm | St. Louis | 10:25am |
| 10:03am | Longview | 11:45pm |
| 11:55am | Palestine | 9:55pm |
| 1:30pm | Hearne | 8:22pm |
| 5:45pm | San Antonio | 3:30pm |

ADVANTAGES: Direct schedule to central Texas, less connecting time eastbd in Chicago.

DISADVANTAGES: Loss of Arkansas-Dallas & Dallas-San Antonio services; no connection to trains 5 and 7 in Chicago.

**CRESCENT**

| | | |
|---|---|---|
| 10:40pm | New Orleans | 7:00am |
| 7:00am | Houston | 9:20pm |
| 12:05pm | San Antonio | 4:45pm |

**SUNSET**

| | | |
|---|---|---|
| 6:15pm | San Antonio | 2:55pm |
| 6:00am | El Paso (MT) | 1:55am |
| 11:59am | Tucson | 8:50pm |
| 2:20pm | Phoenix | 6:15pm |
| 10:10pm | Los Angeles | 8:00am |

**OKLAHOMA/WEST TEXAS**

| | | |
|---|---|---|
| 5:45pm | Chicago | 3:00pm |
| 5:50am | Newton | 2:20am |
| 9:40am | Okla. City | 8:55pm |
| 12:50pm | Gainesville | 7:00pm |
| 2:30pm | Dallas | 5:20pm |
| 4:00pm | Fort Worth | 4:15pm |
| 7:25pm | Abilene | 12:35pm |
| 10:30pm | Midland | 9:25am |
| 4:30am | El Paso (CT) | 3:30am |

ADVANTAGES: No overnite layover in New Orleans, gives new transcon route, drops middle-of-nite times at San Antonio.

DISADVANTAGES: Louisiana points served in middle of night.

ADVANTAGES: Good times at San Antonio, least populous part of route at nite, good timings Tucson and west.

DISADVANTAGES: Bad timings at El Paso, no connections at Los Angeles.

ADVANTAGES: Provides service to vast new area; more direct Dallas/California routing.

DISADVANTAGES: Long haul on uncooperative railroad, bad timings at El Paso.

NOTE: Track conditions Sanger-Dallas may no longer be usable, and it may be necessary to operate directly to Fort Worth and serve Dallas from there. This would cut about 1½ hours from overall schedule. One roundtrip from Dallas could serve both directions at Fort Worth.

# EXPRESS ADS


**DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.**

**The people of Cut Bank, Montana are fighting Amtrak's decision to close Cut Bank's Amtrak ticket office. Contributions are needed to keep the pressure on Amtrak. Send them to Cut Bank Chamber of Commerce, Box 1243, Cut Bank, Montana 59427. Support the town that is challenging Amtrak's policy of unmanning all small stations. After all, your town could be next...**

**OFFICIAL Ass'n of Railway Museums First Day of Issue cover, with 4 streetcar stamps, $2.00 each. Also, special Oct. 1st Street Railway Post Office cancellation, Trolley Station Kennebunkport ME with Transportation series stamps, $1.25 each. Send SASE to Ass'n of Railway Museums, P.O. Box 3454, Portland, ME 04104.**


**MORE Express Ads appear on the next page.**

# CARS & CONSISTS

*MINUTE MAN, train 175, New Haven Oct 25: engine 929; cars 20129, 25095 (Amfleet II), 21216, 20042, 21238, 21071.

*COAST STARLIGHT, train 11, San Jose Nov 1: engines 204, 241; cars 1170, 1230, 39914, 31001, 34066, 33005, 38035, 32017, 32026, SP 106 "Oregon", SP 141 "Oakland". Same, Seattle Nov 7: engines unknown; cars 1272, 1159, 39908, 31047, 34051, 34040, 33011, 38010, 32053, 32031 (extra coach due to Greyhound strike; note also that train now runs two baggage cars).

*MOUNT RAINIER, train 797, Seattle Nov 6 (advance section:) engines 298, 297; cars 34029, 34008, 34003, 39940, 39948, 34009, 39950, 39942, 34023, 34081, 34096, 34011, 34084. (Regular section:) engine 302; cars 34014, 34015, 39945, 34087, 31027, 39947, 39957, 39946. Total patronage 1400-1500 passengers.

Amtrak's Heritage fleet now numbers as follows, as counted by a reader: clocker coaches 38, 10-6 sleepers 91, 11-bedroom sleepers 9, dome coaches 12, full-length dome lounges 3, coaches 100, 70-foot baggage cars 124, 50-foot baggage cars 30. A number of Heritage cars are presently unassigned, and presumably are being held out for potential new service.

## QUOTES OF THE WEEK***

"Winter comes early to Germany. The air is a nippy 45 degrees at noon. The Rheingold cars, rushing through the frost countryside, are warmed by heaters run by computers.

"TEE trains of all countries are computerized. The Rheingold slides smoothly into its stations, braked by computers.

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–Stanton Delaplane in San Francisco Examiner-Chronicle, Nov 6.

## SLIP OF THE MONTH CLUB***

"Who Killed 'The Spirit of California'? The only passenger train connecting Northern and Southern California has been shut down. ... And there is one final suspect in this killing: the public. Riding trains is still one of the nicest ways to cover a distance between two points in California. Not enough of us have discovered it; not enough of us seem to care to."

–Chico (CA) News & Review editorial, Oct 20.

(Not enough of us read the timetables.)

# RAIL FANTRIPS

Feb 5, 1984: Rail-A-Rama at Malden's Summerside Lodge (former B&M station), 53 Summer St, Malden MA 10am-4pm. Dealer tables, exhibits, operating models, movies, door prizes. $1 adult. Mystic Valley Rwy Soc, Box 32 Mattapan MA 02126.

Send large SASE when responding to listings. One Rail Fantrips listing is free. Send info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

# EXPRESS ADS

More Express Ads on page 21.

**AMTRAK–VIA RAIL CANADA–EURAILPASS–OCEAN LINER CRUISES–RAIL TOURS–RAIL EXCURSIONS–CHARTER RAIL CARS.** Arrangements by phone or appointment–use your credit card–tickets mailed promptly. A fully appointed travel agency with masters of ship and rail travel. GREAT WESTERN TOURS, Sheraton Palace Hotel, Suite 900, 639 Market Street, San Francisco CA 94105. (415) 398-2994.

**GISELLE'S TRAVEL CORP at 1215 4th St. Sacramento CA 95814, Phone: (916) 446-1211** offers rail tickets on AMTRAK–VIA (CANADA)– EURAILPASS along with tours and accommodations in cities to which you are traveling. Let Giselle's help you take your next memorable rail trip.

**COME! Ride the railways of the world with "The International Railway Traveler." IRT** is a unique, bimonthly mini-magazine which explores modern rail travel world-wide, from Spain to Siberia, Norway to New Zealand. Regular subscription is $15; $10 special, limited-time offer to NARP and Transport 2000 members. Sample copy $2.50. Write IRT, Dept R, P.O. Box 35067, Louisville, KY 40232. (502) 456-1028.

**GUIDE BOOKS in time for Christmas. Scenic Rail Guide to Central and Atlantic Canada** by Bill Coo and Scenic Rail Guide to Western Canada by Bill Coo and America by Train by Ira Fistell are available postpaid at $8.95 for one, $7.95 each for two or more. California residents please add 6% sales tax. Let's Travel Tours, P O Box 2768, Riverside CA 92516.

**"Issues in American Rail Travel", RTN's little book on important problems with America's** rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. PO Box 9007, Berkeley 94709.

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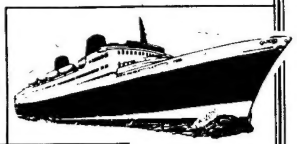

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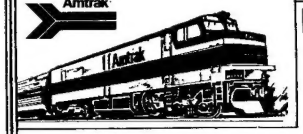

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